

APPENDIX A – 15

Response to Public Comments on Revised Draft 2003 TIP

**Response to Public Testimony
at Public Hearing on Revised Draft 2003 TIP
January 8, 2003**

METROPOLITAN TRANSPORTATION COMMISSION
Draft Revised 2003 Transportation Improvement Program (TIP)
Response to Public Comments
Made at Public Hearing on January 8, 2003

The following are responses to public testimony made on the Draft Revised TIP at the public hearing on January 8, 2003. Comments regarding Air Quality Conformity and Transportation Control Measures are addressed in the *Air Quality Conformity Analysis for the 2003 TIP* Document: see MTC Resolution No. 3487 – Appendix 9

Previous Comments Made on Earlier 2003 TIP Documents

Comment: (David Schonbrunn, Transdef). We incorporate by reference our previous 2003 TIP comments. In addition, the TIP document is getting better. The appendices and explanatory material are helpful to the Public.

Response: Responses to previous comments and public testimony made on the Interim TIP and May 24, 2002 Draft 2003 TIP are included in Appendix 16 and Appendix 9 (*Air Quality Conformity Analysis for the 2003 TIP*).

Support for 2003 TIP

Comment: (Richard Napier, Executive Director of the San Mateo City/County Association of Governments of San Mateo County). I want to emphasize that I, along with my other colleagues, have worked very close with the MTC staff, both on the original TIP and the Interim TIP and this TIP. And we are certainly very supportive of that, and we think that it's necessary. I would certainly encourage this 2003 TIP being sent forward to the Commission for adoption.

Response: Comment noted. No response necessary.

Comment: (Michael Tanner, Bay Area Rapid Transit District - BART). I would like to state today that BART supports moving forward at this time with the full implementation of the TIP. We support the MTC staff recommendation and appreciate the Commission's action to move delivery of improvements to the region's transit capacity and move it forward in a timely and cost-efficient manner.

Response: Comment noted. No response necessary.

Comment: (Jerry Grace, citizen). There are several aspects of public transportation, both capital and operating, that need improvement. This is a great idea. I hope that this is a go. I hope that this passes, and I hope next week or sometime soon. I hope that we go to a vote on this.

Response: Comment noted. No response necessary.

Transportation Funding Priorities in the San Francisco Bay Area

Comment: 1) (David Schonbrunn, Transdef). We support the transit projects in the TIP, with the exception of the fantastically unaffordable BART projects. We do not support the HOV projects, for the most part. We don't think that further dependence on highways makes any sense. The money needs to be spent in encouraging smart growth. In particular, we are concerned that your senior staff have not considered the impact of HOV lanes to induce future demand.

Comment: 2) (Richard Nevlen, transit rider, former member of the Public Transit Committee for the City of Alameda; Methods and Standard Engineer for the Navy Department, but mostly a transit rider). This is a Transportation Improvement Program, and it appears that what's missing are improvements for the people that actually commute by transit, train and the other means of public transportation, rather than by automobile. There is an awful lot of focus on improving automobile travel. What you need to do are the improvements to attract people away from their car by providing the same kinds of amenities that you get with an automobile. I saw very little of that, looking through the TIP project Listing. For example, I don't see shelters as a universal policy. Why is it important for MTC to focus on shelters? Often the areas where shelters would need to be are interjurisdictional areas. Rail, BART, city streets, sort of a mish-mash of all of this. And it would seem that MTC needs to jump in and take charge of this critical area for intermodal transportation. And I see that is missing in this new version across the board on the projects.

Response: The TIP is an extension of the Regional Transportation Plan. The RTP proposes detailed investments and strategies to maintain, manage and improve the surface transportation network. The Transportation Improvement Program (TIP) carries out these strategies by committing funding to specific project improvements that support the implementation of the Plan. The funding priorities, as committed in the TIP, are established during development, review and comment of the Regional Transportation Plan.

TIP Notice

Comment: Notice for a TIP hearing should have gone out only after action by the 9th Circuit to lift the stay. The premature process short-circuited the public process.

Response: There is no prohibition against issuing a notice for a TIP hearing before the 9th Circuit lifted the stay. The public review process was not in any way shortened since the number of days of public review was not affected.

Financial Constraint

Comments: 1) (David Schonbrunn, Transdef). We don't believe the TIP is fiscally constrained, and think it is foolish to be adopting the TIP when it is dependent on funny money. However, if you insist on relying upon previous fund estimates, even while you know them to be subject to substantial downward revision, you should warn your project sponsors not to expect guaranteed funding. And, of course, that goes against the entire idea of a TIP. A fiscally constrained TIP, if we are talking about this one, is an oxymoron.

Comments: 2) (Richard Napier, Executive Director of the San Mateo City/County Association of Governments of San Mateo County). We are facing a difficult budget crisis from the State. I think it is important to keep in mind that for any of these processes, you must utilize the data and assumptions available at the time. So the question you have to ask is, are the assumptions realistic relative to the air quality conformity calculation and relative to the budget information. I think that the answer to that question will be yes in both cases. The Congestion Management Agency (CMA) directors are very active in the negotiations and discussions with the State as to how to deal with the budget situation. And there are several different ways to address the State problem as it comes down. There are local sales taxes that confront the money, and there are other various funding mechanisms to keep it going. I think it's important that the Commission accept the estimates and the data, both on air quality and on the funding. And I hope that this is referred to the Commission and it's approved by the Commission at the next meeting.

Comments: 3) (Michael Tanner, Bay Area Rapid Transit District - BART). While the current State budget conditions and the Governor's proposals to address the shortfall has created some uncertainty regarding the timing and amount of flow of funds of State dollars, which these discussions will be ongoing over the next several months, we believe it's important to move forward at this time. This TIP positions the region to move forwards with critical transportation projects and help refuel the economy. In BART's case, this TIP includes the Oakland Airport Connector Project. The project EIR has been approved. Various project activities will be ready to go during the period of this three-year TIP. This approach will avoid delays that would inevitably result in longer implementation schedules and associated cost increases. We support the MTC staff recommendation and appreciate the Commission's action to move delivery of improvements to the region's transit capacity and move it forward in a timely and cost-efficient manner.

Response: The 2003 TIP is a compilation of previously programmed projects, where a programming action has already occurred. Therefore, no new funding is being added to projects through the adoption of the 2003 TIP; the projects were previously programmed under estimates available at the time those actions were taken by various transportation funding agencies. For example, the Transportation Congestion Relief Program (TCRP) projects were legislatively selected in the year 2000. State Transportation Improvement Program (STIP) projects reflect the action taken by the California Transportation Commission (CTC) in adopting the 2002 STIP on April 4, 2002, with subsequent amendments. The CTC actions were based on the 2002 STIP Fund Estimate adopted by the CTC on August 23, 2001, as required by State Statute. The 2003 TIP also includes regional Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) and Transportation Enhancement Activities (TEA) funds from the Transportation Equity Act for the 21st Century (TEA 21) that were apportioned to the region and programmed by prior actions taken by the Metropolitan Transportation Commission (MTC Resolutions 3216, approved October 27, 1999 and 3483, approved June 26, 2002). The TIP includes Toll Bridge projects and regionally significant local projects approved by transportation agencies with the authority to make programming actions for local funds. The 2003 TIP does not include any new projects programmed with Regional STP, CMAQ or TEA funds in FY 2003-04 and FY 2004-05, as Congressional reauthorization is not expected until the fall of 2003.

Although recent State Budget proposals have suggested reducing funding available for projects from the Transportation Investment Fund (TIF), including the Governor's Traffic Congestion Relieve Program (TCRP) projects, there are no funding changes necessary or

prudent to be taken at this time, as no action has been taken by the State Legislature or CTC to adopt funding cuts or revise programming of any project. It would be premature to revise the programming of any project, given that there are several potential solutions to the budget situation including opportunities for revenue enhancements such as the sales tax increase proposed by the Governor, a temporary increase in the gas tax, or Garvee bonding. There is a potential the budgetary situation may result in being only a cash flow challenge, with the programming commitments remaining intact, with either the projects being delayed to the following fiscal year, or proceeding at the expense of future transportation funding not assumed in the 2003 TIP..

Should an action occur that significantly affects the funding of programmed projects in the TIP, then MTC, along with its partners and the project sponsors, would review the actual impact to the TIP. Appropriate action, such as possible TIP amendments addressing the funding of the affected projects, would be taken at that time.

RTP / TIP Project Linkage

Comments: (David Schonbrunn, Transdef). We are unable to confirm that all of the projects in the TIP are in the RTP. Your staff promised to provide a concordance between the TIP I.D. and RTP I.D. numbers, but have not yet done so.

Response: The 2003 TIP is a compilation of previously programmed projects, where a programming action has already occurred. The 2003 TIP encompasses various programs, such as the Regional Transportation Improvement Program (RTIP), Transportation for Livable Communities (TLC), and various programming cycles for Regional Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) and Transportation Enhancement Activities (TEA) funds. Verification that a project is consistent with the Regional Transportation Plan is performed as part of the analysis and review of the proposed programming action, and subsequent TIP amendments. Projects that are not consistent with the RTP are not included within these programs or subsequent TIP Amendments, and therefore not included in the TIP. Staff review of the draft revised 2003 TIP has confirmed that it is consistent with the Regional Transportation Plan.

Some projects are appearing in the 2003 TIP for the first time. These projects were previously approved by earlier actions, such as the Commission's adoption of the 4th-Cycle TLC Program, and the California Transportation Commission's (CTC's) adoption of the 2002 State Transportation Improvement Program (STIP). A listing of these new projects, along with their RTP IDs, were previously provided to the Commenter in response to an earlier request.

The 2001 RTP is available for review and comparison with the 2003 TIP, at the MTC/ABG Library in Oakland, as well as online at <http://www.mtc.ca.gov/projects/rtp/rtpindex.htm>,

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Revised 2003 Transportation Improvement Program
and Air Quality Conformity Finding
Public Hearing

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Taken before DANUTA KRANTZ, CSR No. 4782
Certified Shorthand Reporter
State of California
January 8, 2003

1 A-P-P-E-A-R-A-N-C-E-S

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3 Sharon Wright

4 Ross McKeown

5 David Schonbrunn

6 Richard Napier

7 Michael Tanner

8 Richard Nevlen

9 Jerry Grace

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14 (Proceedings started at 11:10 a.m.)

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1 P-R-O-C-E-E-D-I-N-G-S

2 SHARON WRIGHT: Good morning. I am
3 Sharon Wright, and I am the chairman of the Program
4 and Allocation Committee on behalf of the
5 Metropolitan Transportation Commission.

6 I would like to begin the public hearing
7 on the Revised 2003 Transportation Improvement
8 Program and Air Quality Conformity Finding.

9 The purpose of this hearing is to
10 receive public comment and testimony on the
11 Revised TIP that was released for public review on
12 December 11, 2002. Written comments will also be
13 accepted through January 14 of 2003. After the
14 comment period has closed, staff will review the
15 comments and respond as appropriate.

16 No action will be taken during the
17 hearing, or at the Programming and Allocations
18 Committee meeting that immediately follows.
19 Formal adoption of the 2003 TIP will be requested
20 of the Commission at its January 22nd meeting,
21 after which, it will be forwarded to the California
22 Department of Transportation for inclusion into
23 the Statewide Transportation Improvement Program
24 and then to the Federal Highways Administration
25 and Federal Transit Administration for final

1 approval.

2 If you wish to make a comment, please
3 fill out a blue card available on the table at the
4 side of the room, and give it to Brenda Germany,
5 Committee Secretary. We ask that each speaker be
6 brief and concise and keep their comments to no
7 more than three minutes.

8 Ross McKeown, of the Programming and
9 Allocations Section of MTC will now give us a brief
10 overview of the Revised Draft 2003 TIP.

11 ROSS McKEOWN: Thank you, and good
12 morning. Before I begin my presentation, I would
13 like to note that we have a court reporter here to
14 transcribe the proceedings.

15 I am pleased to report that the stay
16 imposed by the court, which prevented nonexempt
17 projects from being included in the earlier
18 approved interim TIP, has been lifted, thus
19 permitting MTC to proceed with the Revised TIP and
20 allowing several projects to move forward this
21 spring.

22 The Transportation Improvement Program,
23 or TIP, is the region's spending plan for
24 transportation projects based on anticipated
25 available federal, state, regional and local

1 funding over the next three years.

2 It includes:

3 Improvements for transit, local roadway, state
4 highway, bicycle and pedestrian facilities, along
5 with the regionally significant locally funded
6 transportation projects.

7 It does not include:

8 Improvements for Airports, Seaports, and
9 privately owned transportation facilities.

10 MTC prepares and adopts a new TIP every
11 two years, consistent with federal requirements.
12 The 2003 TIP covers a three-year period, from 2003
13 through 2005, and contains a priority list of
14 projects by year. The TIP is also financially
15 constrained, meaning the amount of funding
16 programmed does not exceed the amount of funding
17 available.

18 Should any action occur that
19 significantly affects the funding of a project
20 listed in the TIP, the TIP will need to be amended
21 to reflect such actions.

22 The Draft TIP as presented is a
23 compilation of projects reflecting existing
24 programming approvals.

25 All projects in the TIP are consistent

1 with the Regional Transportation Plan as required
2 by law and MTC will be making an air quality
3 conformity determination for the TIP in accordance
4 with the Clean Air Act requirements and air quality
5 conformity regulations.

6 The Revised 2003 TIP incorporates the
7 projects programmed in the Interim TIP along with
8 the nonexempt projects that were not included or
9 approved in the Interim TIP as adopted on
10 October 23, 2002.

11 Approximately \$3.5 billion in
12 programming for nonexempt projects are being added
13 into the Revised TIP - \$1.9 billion in nonexempt
14 and non-TCM related projects, and \$1.6 billion in
15 TCM-2 related projects.

16 A list of these projects has been handed
17 out and is available on the table at the side of
18 the room. The total Revised TIP includes
19 approximately 1400 projects, totaling \$9.7 billion.

20 The purpose of this public hearing is to
21 receive comments and public testimony on the
22 revised Draft 2003 TIP and Air Quality Conformity
23 Finding.

24 Why are we doing another TIP? Earlier
25 this year MTC developed a Draft TIP and scheduled

1 it for adoption by the commission at its July 24th
2 meeting.

3 However, due to an order issued by the
4 United States Court of Appeals for the 9th Circuit
5 staying EPA's approval of the motor vehicle
6 emission budget, MTC was unable to approve the TIP
7 as originally scheduled.

8 The Emission Budget is necessary for MTC
9 to conform the TIP as required by federal air
10 quality regulations.

11 Pending resolution of the EPA lawsuit,
12 MTC prepared an Interim TIP which was adopted by
13 MTC on October 23, 2002, and forwarded to Caltrans,
14 FHWA and FTA for approval and inclusion in the
15 Federal Statewide Transportation Improvement
16 Program.

17 FHWA and FTA approved the vast majority
18 of the projects in the Interim TIP on November 12,
19 but postponed action on certain transit and HOV
20 expansion projects totalling over \$1.6 billion.
21 Federal action on these nonexempt projects that
22 substantially supported the implementation of
23 transportation control measures was deferred until
24 March 2003.

25 On November 13th, the U.S. Court of

1 Appeals dismissed the petition challenging EPA's
2 approval of the Emission Budget, concluding that
3 the plaintiffs lacked standing to bring the action,
4 and on December 24th, the Court lifted the stay
5 order against the Emissions Budget. These recent
6 actions by the court allow MTC to conform the
7 nonexempt projects throughout the region so that
8 they may be included in an approved TIP.

9 MTC is currently circulating the revised
10 Draft 2003 TIP document, which contains both exempt
11 and nonexempt projects, along with the air quality
12 conformity analysis and finding.

13 MTC has developed the revised Draft 2003
14 TIP in cooperation with the county Congestion
15 Management Agencies, Caltrans, individual cities,
16 counties, transit operators, and other project
17 sponsors, as well as in consultation with FHWA and
18 FTA.

19 The Air Quality Conformity Finding for
20 the Draft 2000 TIP is based on the air quality
21 analysis for the 2001 Regional Transportation Plan
22 and relies the prior regional emissions analysis.

23 At the next commission meeting,
24 scheduled for January 22nd, 2003, Staff will
25 present to the Commission the following:

1 The final 2003 TIP document.
2 The Air Quality Conformity Finding.
3 Responses to significant comments received on
4 both documents to the Commission for approval.
5 And a recommendation for approval of the TIP
6 and Air Quality Conformity Finding.
7 The revised Draft 2003 TIP was mailed to
8 30 major libraries throughout the Bay Area, as well
9 as to interested agencies and individuals. The
10 public hearing was noticed in 12 Bay Area
11 newspapers, and a press release was issued.
12 This Draft TIP and Air Quality
13 Conformity Finding and the public hearing notice
14 are all posted on the MTC website. Written
15 comments on the TIP and Air Quality Conformity
16 Finding will be accepted through January 14, 2003.
17 Thank you. And this concludes my
18 presentation.
19 SHARON WRIGHT: Thank you.
20 Again, if anyone wishes to speak to this
21 item, I do need to have a blue card filled out. If
22 you will give it to Brenda Germany, we will be able
23 to recognize you. We will ask you to limit your
24 time to three minutes, if you would.
25 The first speaker is David Schonbrunn.

1 DAVID SCHONBRUNN: David Schonbrunn,
2 president of TRANSDEF. We incorporate by reference
3 our previous 2003 TIP comments. In addition, the
4 TIP document is getting better. The appendices and
5 explanatory materials are helpful to the public.

6 The findings in the conformity
7 determination need to specifically address each
8 point of section 93.122E, if the TIP is to be found
9 exempt from a new air quality emissions analysis.
10 Summary findings are not legally sufficient.

11 The TIP adoption resolution cites
12 resolution 3075 as your conformity procedures.
13 Unfortunately for you, this is not the EPA-approved
14 conformity SIP.

15 Notice for a TIP hearing should have
16 gone out only after action by the 9th Circuit to
17 lift the stay. The premature process
18 short-circuited the public process.

19 All project sponsors should be given
20 notice that the conformity determination may be
21 rescinded retroactively. There are three reasons
22 for that.

23 First, the SIP approval may be vacated
24 as a result of our CEQA suit. You may end up
25 without a SIP.

1 Second, the motor vehicle emissions
2 budgets are a fiction and may be found inadequate
3 by the 9th Circuit upon rehearing.

4 Finally, the RTP amendment in response
5 to our TCM 2 case was done in bad faith and is
6 unlikely to lead to the achievement of the transit
7 ridership target. This could also lead to
8 invalidation of the conformity determination.

9 Certainly, we believe that the RTP
10 amendment interferes with the implementation of
11 TCM 2. A different kind of notice needs to be
12 given to project sponsors as a result of the
13 collapse of TCRP and sales tax revenues and other
14 funds.

15 We don't believe the TIP is fiscally
16 constrained, and think it is foolish to be adopting
17 the TIP when each of you knows it is dependent on
18 funny money.

19 However, if you insist on relying upon
20 previous fund estimates, even while you know them
21 to be subject to substantial downward revision, you
22 should warn your project sponsors not to expect
23 guaranteed funding.

24 And, of course, that goes against the
25 entire idea of a TIP. A fiscally constrained TIP,

1 if we are talking about this one, is an oxymoron.

2 We are unable to confirm that all of the

3 projects in the TIP are in the RTP. Your staff

4 promised to provide a concordance between the

5 TIP I.D. and RTP I.D. numbers, but have not yet

6 done so.

7 We support the transit projects in the

8 TIP, with the exception of the fantastically

9 unaffordable BART projects. We do not support the

10 HOV projects, for the most part.

11 We don't think that further dependence

12 on highways makes any sense. The money needs to be

13 spent in encouraging smart growth. In particular,

14 we are concerned that your senior staff have not

15 considered the impact of HOV lanes to induce future

16 demand.

17 SHARON WRIGHT: Time is up. If you

18 could wrap up, I would appreciate it.

19 DAVID SCHONBRUNN: It was very troubling

20 when one of your key staff members flatly denied

21 the existence of induced demand. Thank you.

22 SHARON WRIGHT: Thank you.

23 The next speaker is Richard Napier,

24 followed by Michael Tanner.

25 RICHARD NAPIER: Good morning. I am

1 Richard Napier. I am executive director of C/CAG,
2 San Mateo County Congestion Management Agency. I
3 want to emphasize that I, along with my other
4 colleagues, have worked very close with the MTC
5 staff, both on the original TIP and the Interim TIP
6 and this TIP. And we are certainly very supportive
7 of that, and we think that it's necessary.

8 I would certainly encourage this being
9 sent forward to the Commission because I think it's
10 important the Interim TIP does not allow the
11 nonexempt projects to go forth. And there are some
12 nonexempt projects that could be very beneficial
13 and some beneficial highway projects.

14 And there are also TCM 2 projects that
15 could go forth to try to meet the issues
16 surrounding TCM 2.

17 The last point that I want to make
18 relative to the work, we are facing a difficult
19 budget crisis from the State and the like. I think
20 it's important for you to keep in mind that in any
21 of these processes, you utilize the data you have
22 available at the time, and the assumptions.

23 So the question you have to ask yourself
24 is, are the assumptions realistic relative to the
25 air quality conformity calculation and relative to

1 the budget information.

2 I think that the answer to that question
3 will be yes in both cases.

4 And the TIP has a period of three
5 years. And the CMA directors are very active in
6 the negotiations and discussions with the State as
7 to how to deal with it. And there are lots of ways
8 to address the State problem as it comes down.

9 There are local sales taxes that
10 confront the money. There are various things to
11 keep it going. I think it's important that you
12 accept the estimates and the data, both on air
13 quality and on the funding. And I hope that this
14 is referred to the Commission and it's approved by
15 the Commission at the next meeting.

16 I would be glad to respond to any
17 questions.

18 SHARON WRIGHT: Thanks, Mr. Napier.

19 Michael Tanner, and Michael is followed
20 by Rich Nevlen.

21 MICHAEL TANNER: I am Michael Tanner
22 from BART. And I would like to state today that
23 BART supports moving forward at this time with the
24 full implementation of the TIP.

25 While the current State budget

1 conditions and the Governor's proposals to address
2 the shortfall has created some uncertainty
3 regarding the timing and amount of flow of funds of
4 State dollars, which these discussions will be
5 ongoing over the next several months, we believe
6 it's important to move forward at this time.

7 This TIP positions the region to move
8 forwards with critical transportation projects and
9 help refuel the economy. In BART's case, this TIP
10 includes the Oakland Airport Connector Project as a
11 contributor to TCM 2.

12 The project EIR has been approved.
13 Various project activities will be ready to go
14 during the period of this three-year TIP. This
15 approach will avoid delays that would inevitably
16 result in longer implementation schedules and
17 associated cost increases.

18 We support the MTC staff recommendation
19 and appreciate the Commission's action to move
20 delivery of improvements to the region's transit
21 capacity and move it forward in a timely and
22 cost-efficient manner.

23 Thank you very much.

24 SHARON WRIGHT: Thank you,
25 Mr. Tanner.

1 Richard Nevlen. And Richard Nevlen is
2 followed by Jerry Grace.

3 THE WITNESS: Richard Nevlen, transit
4 rider, former member of the Public Transit
5 Committee for the City of Alameda; Methods and
6 Standard Engineer for the Navy Department, but
7 mostly a transit rider.

8 This is a Transportation Improvement
9 Program, and one of the things that seems to be
10 missing is improvements for the people that
11 actually commute by transit, train and the other
12 things, rather than by automobile.

13 There is an awful lot of focus on
14 improving automobile travel. BART has 42,000
15 parking spaces and about 300,000 daily riders. And
16 that means that 260,000 people, many times the
17 people that drive are actually using transit to get
18 to and from the station, and yet they are not the
19 focus of much of the improvement.

20 Shelters, emergency contact, that means
21 that people who have cars that depend on the
22 freeways, the call boxes and the tow trucks that
23 make automobile driving comfortable, you need to do
24 things to attract people away from their car by
25 providing the same kinds of amenities that you get

1 with an automobile.

2 I saw very little of that, looking
3 through the project, that was in the book, that was
4 the TIP book. One mention that I saw was on
5 page 102 in Palo Alto for the Valley Transit
6 Authority, there was a mention of shelters.

7 Shelter, contact with authority, and
8 information in the area, we still don't really have
9 24-hour information for public transit, so that at
10 1:00 in the morning, I am in downtown
11 San Francisco, how can I get home to Alameda?
12 How do I find that out?

13 As far as I know, there is no singular
14 number 24 hours a day. That is important. And I
15 didn't see a project like that in the TIP.

16 I don't see shelters as a universal
17 policy. Why is it important for MTC to focus on
18 shelters? Often the areas where shelters would
19 need to be are interjurisdictional areas. Railroad
20 land, BART land, city streets, sort of a mish-mash
21 of all of this property.

22 And it would seem that a State agency
23 like the MTC needs to jump in and take charge of
24 this critical area for intermodal transportation.
25 And I see that is missing in this new version

1 across the board on the projects.

2 Thank you.

3 SHARON WRIGHT: Thank you.

4 Jerry Grace. That is the final card I

5 have for this hearing.

6 JERRY GRACE: This is a great idea. And

7 I just read about three, four different things

8 right just now. This, right now, I was on the

9 yellow CCCA bus company just now. This is a great

10 idea. I love this idea. I hope that this is a

11 go. I hope that this passes, and I hope next week

12 or sometime soon. I hope that we go to a vote on

13 this.

14 I want to be very glad this is a go, but

15 I wish that this will keep on going, what they had

16 to do. I go to two different cities, and I don't

17 know how they will work this out. And I hope these

18 two cities find out which ones go first.

19 And AC Transit, Caltrain, and one thing

20 that is not in that book, and I am talking about

21 capital for BART, funding is not in there. And I

22 don't know why, but I hope that it is in there. If

23 not, I am going to bring that up to you. I am

24 going to learn more about it. And that's what I

25 want to say.

1 Thank you very much. I hope this is a
2 go.
3 SHARON WRIGHT: Thank you,
4 Mr. Grace.
5 Those are all of the cards I have at
6 this time.
7 I am going to close the public
8 hearing at this time and remind the public that you
9 have until January 14th to make any written
10 comments, and this will be before the Commission on
11 the 22nd.
12 DIANE STEINHOUSER: I want to point
13 out in the handout we did present to you listing
14 the projects included in this TIP and not
15 included in the currently approved Interim TIP,
16 there was a misprint regarding the description of
17 projects No. 6 through project No. 17 on the first
18 page.
19 While the funding is accurate, we need
20 to actually clean up those corrections, clean up
21 and correct the descriptions of those projects.
22 There has been a shifting of the descriptions to
23 one line below the actual project.
24 So at the final presentation of the TIP
25 document on the 22nd, we will have a corrected

1 document to present to you.

2 SHARON WRIGHT: Thank you for that
3 explanation.

4 That's all we have under the public
5 hearing.

6 (Conclusion of proceedings at 11:35.)

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CERTIFICATE OF REPORTER

I, DANUTA KRANTZ, hereby certify that the witness in the foregoing deposition was by me duly sworn to tell the truth, the whole truth and nothing but the truth in the within-entitled cause;

That said deposition was taken in shorthand by me, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed into typewriting, and that the foregoing transcript constitutes a full, true and correct report of said deposition and of the proceedings which took place;

That I am a disinterested person to the said action.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of January, 2003.

DANUTA KRANTZ, CSR NO. 4782

Response to Written Public Comments on December 11, 2002 Revised Draft 2003 TIP

METROPOLITAN TRANSPORTATION COMMISSION
Draft Revised 2003 Transportation Improvement Program (TIP)
Response to Written Public Comments
January 22, 2003

The following are responses to written public comment made on the Draft Revised 2003 TIP. Responses to previous comments and public testimony made on the Interim 2003 TIP and May 24, 2002 Draft 2003 TIP are included in Appendix 16. Comments regarding Air Quality Conformity and Transportation Control Measures are addressed in the *Air Quality Conformity Analysis for the 2003 TIP* Document: see MTC Resolution No. 3487 – Appendix 9

Financial Constraint

Comment: The following items reported at the January 14, 2003 Bay Area Partnership Technical Advisory Committee raise additional questions as to whether the Draft TIP truly is financially constrained:

- CMA's were asked to begin serious thinking about prioritizing projects, with the obvious implication that not all the projects in the TIP will receive funding.
- Funding for FY 2003-04 express bus operating subsidies has not yet been identified.
- Funding for the shortfall in BART feeder bus operating costs has not yet been identified.
- County auditor TDA fund estimates for FY 2002-03 and FY 2003-04 have been revised downwards substantially as a result of prior year experience.

In addition to raising questions about the adequacy of funding relative to the volume of projects contained in the TIP, the bullet points above raise serious doubts as to whether the TIP provides for the timely implementation of TCM2.

Response: The 2003 TIP is a compilation of previously programmed projects, where a programming action has already occurred. Therefore, no new funding is being added to projects through the adoption of the 2003 TIP; the projects were previously programmed under estimates available at the time those actions were taken by various transportation funding agencies. For example, the Transportation Congestion Relief Program (TCRP) projects were legislatively selected in the year 2000. State Transportation Improvement Program (STIP) projects reflect the action taken by the California Transportation Commission (CTC) in adopting the 2002 STIP on April 4, 2002, with subsequent amendments. The CTC actions were based on the 2002 STIP Fund Estimate adopted by the CTC on August 23, 2001, as required by State Statute. The 2003 TIP also includes regional Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) and Transportation Enhancement Activities (TEA) funds from the Transportation Equity Act for the 21st Century (TEA 21) that were apportioned to the region and programmed by prior actions taken by the Metropolitan Transportation Commission (MTC Resolutions 3216, approved October 27, 1999 and 3483, approved June 26, 2002). The TIP includes Toll Bridge projects and regionally significant local projects approved by transportation agencies with the authority to make programming actions for local funds. The 2003 TIP does not include any new projects programmed with Regional STP, CMAQ or TEA funds in FY 2003-04 and FY 2004-05, as Congressional reauthorization is not expected until the fall of 2003.

Although recent State Budget proposals have suggested reducing funding available for projects from the Transportation Investment Fund (TIF), including the Governor's Traffic Congestion Relieve Program (TCRP) projects, there are no funding changes necessary or prudent to be taken at this time, as no action has been taken by the State Legislature or CTC to adopt funding cuts or revise programming of any project. It would be premature to revise the programming of any project, given that there are several potential solutions to the budget situation including opportunities for revenue enhancements such as the sales tax increase proposed by the Governor, a temporary increase in the gas tax, or Garvee bonding. There is a potential the budgetary situation may result in being only a cash flow challenge, with the programming commitments remaining intact, with either the projects being delayed to the following fiscal year, or proceeding at the expense of future transportation funding not assumed in the 2003 TIP.

Should an action occur that significantly affects the funding of programmed projects in the TIP, then MTC, along with its partners and the project sponsors, would review the actual impact to the TIP. Appropriate action, such as possible TIP amendments addressing the funding of the affected projects, would be taken at that time.

Changes to Project Funding

Comment: The current project Listing for the Guadalupe Corridor Light Rail Transit (LRT) Platform Retrofit (TIP ID SCL030005) is incorrect. It should be revised to more accurately reflect the timeframe for when VTA will be awarding the construction contract and is consistent with VTA's request to the FTA for a Letter of No Prejudice (LONP) for the project.

Response: SCL030005 (Guadalupe Corridor Light Rail Transit (LRT) Platform Retrofit project) has been revised to reflect the correct funding.

Comment: The California Transportation Commission (CTC) adopted the Red Oak Victory Ship into the Statewide Transportation Enhancement Activities (TEA) Program, yet it does not appear in the draft TIP.

Response: CC-030012 (Red Oak Victory Ship Restoration) has been added to the TIP to reflect the programming action of the CTC.

Comment: For FTA Grant administration purposes, it would be better if the Caltrain Rapid Rail Improvements Project (TIP ID JPB990011, RTP ID 94102) be split into different projects.

Response: SM-030014 (Caltrain - Various points between San Francisco and San Jose; Rapid Rail Improvements including signals, track expansion, and track rehab project) has been split from TIP ID JPB990011.

Transportation Funding Priorities in the San Francisco Bay Area

Comment: The following changes should be made to the revised draft 2003 TIP: 1) The Caldecott Tunnel fourth bore project should be eliminated entirely. Its primary effects would be to make it easier for people to drive in the reverse commute direction and to undercut

transit service. MTC should not be supporting this entirely counter productive project. 2) The Oakland Airport/BART Connector should be eliminated. BART and the Oakland Airport have selected the most expensive way to improve transit connections between the airport and BART. During this era of scarce funding, MTC should only support less expensive, more cost-effective improvements and devote the savings to other desperately needed transit improvements. 3) Eliminate funding for expanded parking at the Richmond BART station. All new parking at BART stations should be paid for through parking fees, not scarce transit funds that should be used to support transit use (e.g., bus service to BART stations), not automobile use.

Response: The Caldecott Tunnel, Oakland Airport/BART Connector and Expanded Parking at the Richmond BART station projects are all consistent with the goals and objectives of the Regional Transportation Plan (RTP) and are specifically identified in the RTP as transportation improvements (RTP IDs 21206, 21131, and 98197 respectively). The appropriateness of funding these types of projects was discussed at length during the development, review and comment of the RTP.

Comments: 1) I see four areas that the TIP can focus on: A) provide safe, convenient, and numerable means for non-motorized transportation (i.e. bike and pedestrian paths) as an incentive for people to get out of their cars. B) Provide bike and pedestrian access over bridges. C) Provide commuting individuals with incentives to get out of their cars (ie. purchase discounts on bikes and/or subsidized bus fares). D) Work with the business community, provide business incentives, for employees to get out of their cars.

2) The Water Transit Authority's drive to increase ferries is insane. MTC should oppose this funding grab and insist on better transit options, specifically bicycles. If MTC convinced the judge administering the court order directing MTC to increase transit ridership by 15% above 1983 levels to include bicycle trips as transit trips, then relatively little funding for more bicycle projects should easily put MTC's transit ridership numbers over the top by 2006. New funding should be directed to more bike lanes and paths, bicycle access to all bridges, secure bike parking and cash incentives for riding a bicycle or for employers to install showers and bike parking at work are only fair and reasonable. These programs would cost a pittance compared to the enormous amounts of cash ferries would require. The added benefits of more bicyclists would be immediate reduction in pollution, noise and congestion, as well as happier, more physically fit people.

3) Ferries are slow, inefficient, and powered by large polluting diesel engines. Widespread deployment of ferries will result in a net decrease in air quality in the Bay Area.

4) Here's what happens. They widen the freeway. Developers see that people are content to live in the suburbs with their cheaper detached house and now a reasonable commute. They subsequently over-develop (not just "around" the freeway) with no restrictions from local government's Planning. And in about 5 to 8 years the freeway is as congested again. So everyone immediately blames the larger freeway as the reason why there is more development! In fact, of course, the direct reason for freeway congestion is the indiscriminate approval of development by the governments; "induced traffic." Planners disregard traffic instead of using it as an environmental disqualification of new development. So the direct solution to freeway congestion is to restrict development where traffic is already congested. We need Environmental Impact Reports to rigorously include restrictions

on development where freeway capacity is insufficient. We need to ensure freeway congestion does not return only 5 to 8 years after freeway expansion. Returning because Government Planning is not prioritizing freeway expansion over rail and uncontrolled development. Freeway expansion not only improves auto commuting but bus commuting. Bus Rapid Transit systems have lower capital than Light Rail systems and provide similar performance with more flexible routing. A pragmatic solution to over-development might be that developers must contribute proportionally to a costed, planned, scheduled, multi-county freeway expansion fund. This might deter development where it would not, as a result, be so profitable. Where freeway expansion is not "multi-countywide-planned" (for whatever reason, maybe voter related) then no development would be allowed at all. Planning has to include maintaining freeway at a Level of Service C (not D as it is now). "I know, hard to sell and hard to implement". It would require that one county should not develop if it were to affect traffic in another.

Response: The TIP is an extension of the Regional Transportation Plan. The RTP proposes detailed investments and strategies to maintain, manage and improve the surface transportation network. The Transportation Improvement Program (TIP) carries out these strategies by committing funding to specific project improvements that support the implementation of the Plan. The funding priorities, as committed in the TIP, are established during development, review and comment of the Regional Transportation Plan.

Transportation Solutions Defense and Education Fund

16 Monte Cimas Avenue, Mill Valley CA 94941 415-380-8600

January 14, 2003

Dianne Steinhauser
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Supplementary Comments on 2003 Draft TIP

Dear Ms. Steinhauser:

The following items reported at today's Bay Area Partnership Technical Advisory Committee raise additional questions as to whether the Draft TIP truly is financially constrained, as is currently asserted by MTC staff:

- CMA's were asked to begin serious thinking about prioritizing projects, with the obvious implication that not all the projects in the TIP will receive funding.
- Funding for FY2003-04 express bus operating subsidies has not yet been identified.
- Funding for the shortfall in BART feeder bus operating costs has not yet been identified.
- County auditor TDA Fund estimates for FY2002-03 and FY2003-04 have been revised downwards substantially as a result of prior year experience.

In addition to raising questions about the adequacy of funding relative to the volume of projects contained in the TIP, the bullet points above raise serious doubts as to whether the TIP provides for the timely implementation of TCM 2, especially given the RTP Amendment, and representations MTC made to the US District Court. If the funding cannot be demonstrated to be available, MTC cannot claim that TCM 2 is being implemented as rapidly as practicable. That would mean that funding for other projects was interfering with implementation of a TCM, thereby requiring a finding that the TIP does not conform to the SIP.

The following documents handed out at the PTAC meeting are hereby submitted as part of the comment record:

DoF table "State Highway Account Fund Balance"

MTC chart "Summary Status of TCRP Projects in the San Francisco Bay Area (MTC Region) January 14, 2003"

Caltrans report "California Department of Transportation; Fiscal Year 2003-04 Governor's Budget; January 13, 2003"

MTC chart "FY2002-03 and FY2003-04 TDA Fund Estimates from County Auditor"

Thank you for this opportunity to comment again on the Draft 2003 TIP.

Sincerely,

A handwritten signature in black ink that reads "David Schonbrunn". The signature is written in a cursive, flowing style with a large initial "D".

David Schonbrunn,
President

STATE HIGHWAY ACCOUNT FUND BALANCE
0042 State Highway Account (SHA), State Transportation Fund
(1000s)

	2001-02	2002-03	2003-04
BEGINNING BALANCE	\$ 1,770,176	\$ 1,172,809	\$ 734,055
Prior Year Adjustment	-\$ 189,043		
Highway Users Tax Account (HUTA)	\$ 2,026,646	\$ 2,061,851	\$ 2,077,636
Weight Fees	\$ 689,400	\$ 669,000	\$ 839,000
Loans		-\$ 340,000	\$ -
Misc. Revenues	\$ 105,694	\$ 81,508	\$ 81,574
Toll Bridge Seismic Retrofit Account Transfer			
Net Transfers	-\$ 119,822	-\$ 99,505	-\$ 63,231
Suspension of Local Roads Funds			
Totals, Resources	\$ 4,283,051	\$ 3,545,663	\$ 3,669,034
Miscellaneous Expenditures	\$ 214,715	\$ 111,058	\$ 119,157
Caltrans Expenditures:			
State Operations	\$ 2,087,661	\$ 1,971,702	\$ 1,814,128
Local Assistance	\$ 400,674	\$ 275,650	\$ 254,584
Capital Outlay	\$ 407,192	\$ 453,198	\$ 366,495
Total SHA Expenditures:	\$ 3,110,242	\$ 2,811,608	\$ 2,554,364
SHA Fund Balance Per January 10, 2003 Budget	\$ 1,172,809	\$ 734,055	\$ 1,114,670

SHA Fund Balance as of January 10, 2003	
SHA Fund Balance as of January 10, 2003	
SHA Fund Balance as of January 10, 2003	

- Currently allocated projects include funding from \$3.8 billion in Advanced Construction (AC) commitments. The two-year cash requirement from the SHA related to this AC is \$598 million in the current year and \$400 million in the budget year.
- AC allows the State to proceed with transportation projects based on planned future federal reimbursements. As AC expenditures occur, they are funded with SHA cash until federal reimbursements materialize.
- The top box is a condensed version of the Fund Condition Statement in the Governor's Budget.
- The shaded box reflects the fund balance adjusted for SHA cash outlays in advance of receipt of federal reimbursements, which are not currently anticipated until 2004-05 or later.
- Although AC expenditures are reflected as federal fund expenditures in the budget, since these expenditures utilize SHA cash, they effectively reduce available SHA in the budget year from \$1.115 billion to \$117 million.

January 14, 2003

Page 1 of 2

Summary Status of TCRP projects in the San Francisco Bay Area (MTC Region)

January 14, 2003

C		D		E		F		G		H		I		J		K		L		M		N		O		P		Q		R		S		T		U								
TCRP #		Project Name & Description		Lead Agency		TCRP Dollars Programmed for Entire Project		STP Dollars Programmed for Entire Project		Federal Funding Programmed for Entire Project		Local/Other Funding Programmed for Entire Project		RTP Committed Future Funding		Disprogrammed Funding		TOTAL Project Cost (STP + OTHER FUNDS)		STATUS		Anticipated Start Date (Phase 1, PE, ROW, Const)		Anticipated End Date (Phase 1, PE, ROW, Const)		Monthly TCRP amount allocated to date		Monthly TCRP amount expended to date		Monthly TCRP amount available to date		September - December 2001		January - June 2002		July - December 2002		January - June 2003		July 2003 - Beyond				
15		Key Area Water Tunnel Authority: establish a regional water tunnel system beginning with Treasure Island in the City and County of San Francisco				1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	Design		September 2004			130,000	0	0	130,000	0	0	0	1,000,000	0	0	0	0	0	0	0	0				
26		San Francisco Municipal Light Rail: extend Third Street line to Christown Tunnel in the City and County of San Francisco		MUNI		140,000,000	84,070,000	20,240,000	483,700,000	488,200,000	217,000,000	1,347,810,000	1,347,810,000	0	0	0	0	0	1,347,810,000	Construction		Sept. 2000, Beyond June 2004			131,200,000	0	110,000,000	58,500,000	64,770,400	0	0	0	0	0	0	0	0	0	0	0	0			
27		San Francisco Municipal Light Rail: reconstruct Ocean Avenue light rail line to Route 1 near California State University, San Francisco, in the City and County of San Francisco		MUNI		7,800,000	0	17,000,000	7,750,000	0	0	0	32,550,000	32,550,000	0	0	0	0	32,550,000	Construction		March			7,800,000	7,000,000	5,000,000	1,800,000	1,400,000	0	0	0	0	0	0	0	0	0	0	0				
22		Route 101: environmental study for reconstruction of Doyle Drive, from Lombard St. to Richardson Avenue to Route 1 Interchange in the City and County of San Francisco		San Jose City/County		12,000,000	0	2,200,000	0	340,000,000	180,000,000	660,000,000	660,000,000	0	0	0	0	0	660,000,000	Environmental		December 2002			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23		Caltrain Peninsula Corridor: complete grade separations at Poplar Avenue in (Saratoga), 20th Avenue (San Mateo), and Linden Avenue (Daly City, San Francisco) in San Mateo County		San Jose City/County		15,000,000	0	0	0	26,300,000	0	0	26,300,000	0	0	0	0	0	26,300,000	Construction		for July 2004			0	1,000,000	0	1,000,000	0	700,000	200,000	0	0	0	0	0	0	0	0	0	0			
24		California High-Speed Rail: expand Bay Area San Francisco service to Solano County		Caltrans		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Construction		for July 2004			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
29		California High-Speed Rail: 12 interchange complex in various areas (Phase 1)		Solano Co		13,800,000	12,130,000	0	0	0	303,400,000	20,400,000	349,330,000	349,330,000	0	0	0	0	0	349,330,000	Construction		for July 2004			13,800,000	0	1,200,000	11,600,000	1,000,000	1,700,000	1,700,000	0	0	0	0	0	0	0	0	0	0		
28		ACE Corridor: Rail and BRT in Livermore Valley in Alameda County		Alameda Co		1,000,000	1,000,000	4,000,000	0	0	0	0	0	0	0	0	0	0	0	0	Design				13,800,000	0	1,200,000	11,600,000	1,000,000	1,700,000	1,700,000	0	0	0	0	0	0	0	0	0	0	0		
27		Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties		Alameda Co		11,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for June 2003			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
28		Planning Studies at Transit Villages at Richmond BART Station in Contra Costa County		BART		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for June 2003			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
29		AC Transit: buy ten ten-foot rail buses and testing facility for demonstration project in Alameda and Contra Costa Counties		AC Transit		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for June 2003			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
26		Implementation of commuter rail passenger service from Concord to San Francisco and Lafayette in Alameda and Contra Costa Counties		Alameda Co		27,000,000	28,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for December 2003			7,700,000	7,700,000	1,330,000	6,370,000	640,000	1,500,000	1,700,000	2,000,000	470,000	0	0	0	0	0	0	0	0	0	
31		Route 580: construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County		Alameda Co		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		Beyond June 2004			7,000,000	4,100,000	660,000	3,200,000	527,000	1,842,000	1,842,000	0	0	0	0	0	0	0	0	0	0		
117		Route 88/Route 87: interchange completion, addition of bus direct connections for southbound Route 88 to northbound Route 87 and northbound Route 87 to northbound Route 88		San Jose		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for July 2004			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
116		Bay Area Rapid Transit (BART) station phase 1 expansion at Union City, pedestrian bridge over Union City and BART		BART		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for July 2004			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
141		San Jose: reconstruction of the national landmark Santa Clara Bridge		San Jose		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for June 2004			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
144		San Jose: reconstruction of the national landmark Santa Clara Bridge		San Jose		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for June 2004			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
156		San Jose: reconstruction of the national landmark Santa Clara Bridge		San Jose		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for June 2004			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
157		Route 12: Competition relief improvements from Route 20 to I-405 through San Jose		San Jose		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		for June 2004			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158		Route 101: widening and construction of Steaks Lane Interchange		San Jose		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Design		Beyond June 2004			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTALS						1,000,000	84,070,000	20,240,000	483,700,000	488,200,000	217,000,000	1,347,810,000	1,347,810,000	0	0	0	0	0	1,347,810,000					130,000	131,200,000	110,000,000	58,500,000	64,770,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Notes:

"Under Contract" is defined as projects which have encountered allocated funds in the project respective agreement or construction award.
 "Expended to date" is defined as the amount that has involved reimbursement. It does not reflect work that has been involved and not yet reimbursed.
 "To be expended amount" is defined as the amount that has not received reimbursement. This is to ascertain the funding (cash flow) demands.
 TCRP is defined as both TCRP projects and TCRP projects.

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2003-04 GOVERNOR'S BUDGET
January 13, 2003**

**DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2003-04 GOVERNOR'S BUDGET**

THE BUDGET

The FY 2003-04 budget for the Department of Transportation is \$6.4 billion for all funds which is 90% of the FY 2002-03 levels. The budget has been built taking the following items into consideration:

- There will be no General Fund support for the Department's programs including support for the Traffic Congestion Relief Program and transfers to the Traffic Investment Fund.
- As reported to the California Transportation Commission in December 2002, expenditure trends project the State Highway Account will be overspent by \$634 million at the end of FY 2003-04 without action to curb expenditures.
- Reductions have been made in the budget in departmental support, Capital Outlay and Local Assistance to balance projected expenditures with anticipated revenues.
- The major elements of the Department's Budget include the following:
 - There is a 30% decrease in Capital Outlay authorizations for FY 2003-2004. Despite this decrease cash outlays for Capital Outlay Projects are estimated to exceed \$2.2 billion for both FY 2002-2003 and 2003-2004. This is due to continuing work on previously authorized projects.
 - The Local Assistance Budget for 2003-2004 is up 19% primarily due to technical adjustments to reflect anticipated expenditures of federal funds by local entities. Without the technical adjustment the Local Assistance budget would be down by approximately 10%.
 - The State Operations part of the budget is down by 8% reflecting continued work on previously authorized projects.

**DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2003-04 GOVERNOR'S BUDGET**

RECONCILING THE STATE HIGHWAY ACCOUNT

In December the Department reported to the California Transportation Commission (CTC) that there was a projected shortfall in the State Highway Account. This budget includes a variety of actions to address this projected shortfall.

- The Department reported to the CTC in December 2002 that based upon current commitments, expenditure trends and planned authorizations, the SHA would be overspent by \$634 million by the end of Fiscal Year 2003-04.
- This budget assumes the following reduced expenditures from the State Highway Account over the balance of FY 2002-03 and FY 2003-04
 - Departmental support reductions of \$177 million over the two years. These reductions are savings from employee attrition, overtime reductions and reduction of operating expenses.
 - Local assistance reductions of \$60 million over the two years. These reductions come from funding for Seismic Bridge Retrofit Local Match (\$24 M), Community Empowerment Grants (\$3 M), Community Based Planning Grants (\$6 M), Environmental Enhancement Mitigation Grants (\$16.9 M), and Freeway Service Patrols (\$10 M)
 - A slowdown in the authorization (allocations) of capital projects by the CTC will generate \$272 million in cash savings over the two years. This will require action to delay over \$1 billion in new project authorizations.
 - The department will improve the management of Federal Obligation authority on state and local projects to generate an estimated \$125 million over the two years.
 - Legislation will be introduced to restructure the commercial vehicle license fee schedule and enforcement activities related to the commercial vehicle licenses will be increased. These actions are expected to generate an additional \$164 million in FY 2003-04.
- The Budget also assumes that the Legislature will approve the midyear budget changes proposed by the Governor including suspension of the TCRP Program for FY 2003-04. These actions would have the following impact on the State Highway account:
 - Eliminate \$147 million transfer from the TIF to the SHA in 2003-2004.
 - Suspend transfer of \$90 million of SHA funds to Local Streets and Roads in 2002-2003.
 - Postpone a \$50 million loan repayment from the TCRP to the SHA.
 - Generate savings to the SHA of \$89 million due to decreased departmental support costs associated with TCRP projects. Funds have been set aside to restore positions that will be needed to support TCRP projects after priorities are set.
 - In addition to the SHA impacts the midyear changes would eliminate a \$37 million transfer to the PTA in 2003-2004

DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2003-04 GOVERNOR'S BUDGET

ACTIONS NECESSARY DUE TO REDUCED GENERAL FUND SUPPORT

In December, the Governor announced that General Fund transfers to the Transportation Investment Fund would be suspended for FY 2003-04 and that there would be no General Fund support for the Traffic Congestion Relief Program (TCRP).

- The General Fund was scheduled to transfer \$1 billion to the TIF in FY 2003-04. This transfer has been suspended for FY 2003-04. The revenues were scheduled to be distributed as follows:

<u>Program/Fund</u>	<u>Amount in millions</u>
Transportation Investment Fund	\$147
Local Roads and Highways	\$147
Local Transit Assistance	\$ 37
Public Transportation Account	\$ 37
Traffic Congestion Relief Fund	\$678

- The December package also includes a proposal to forgive a \$500 million loan repayment scheduled from the General fund to the TCRP in FY 2003-04.
- As a result of these actions, the Transportation Congestion Relief Program has ceased additional commitments and will spend \$401 million in FY 2002-03 and \$3 million in FY 2003-04.
- The suspension of the TCRP allows a \$100 million unexpended balance in the TCRF to be transferred to the General Fund.
- The projects previously funded by the TCRF will now be shifted to compete for funding in the State Transportation Improvement Program (STIP) under the responsibility of the California Transportation Commission (CTC). The CTC, the department and local transportation agencies will work together to re-evaluate transportation funding resources and project priorities to ensure that high priority projects continue despite the declining revenues.

**DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2003-04 GOVERNOR'S BUDGET**

ACTIONS NECESSARY TO LIVE WITHIN AVAILABLE RESOURCES

- The Department will work with the California Transportation Commission and its regional and local partners to determine the priority for STIP and TCRP projects for the future.
- The CTC has a special workshop scheduled for January 17, 2003 to begin the discussion on the impact of the reduced availability of funds.

DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2003-04 GOVERNOR'S BUDGET

BUDGET SUMMARY

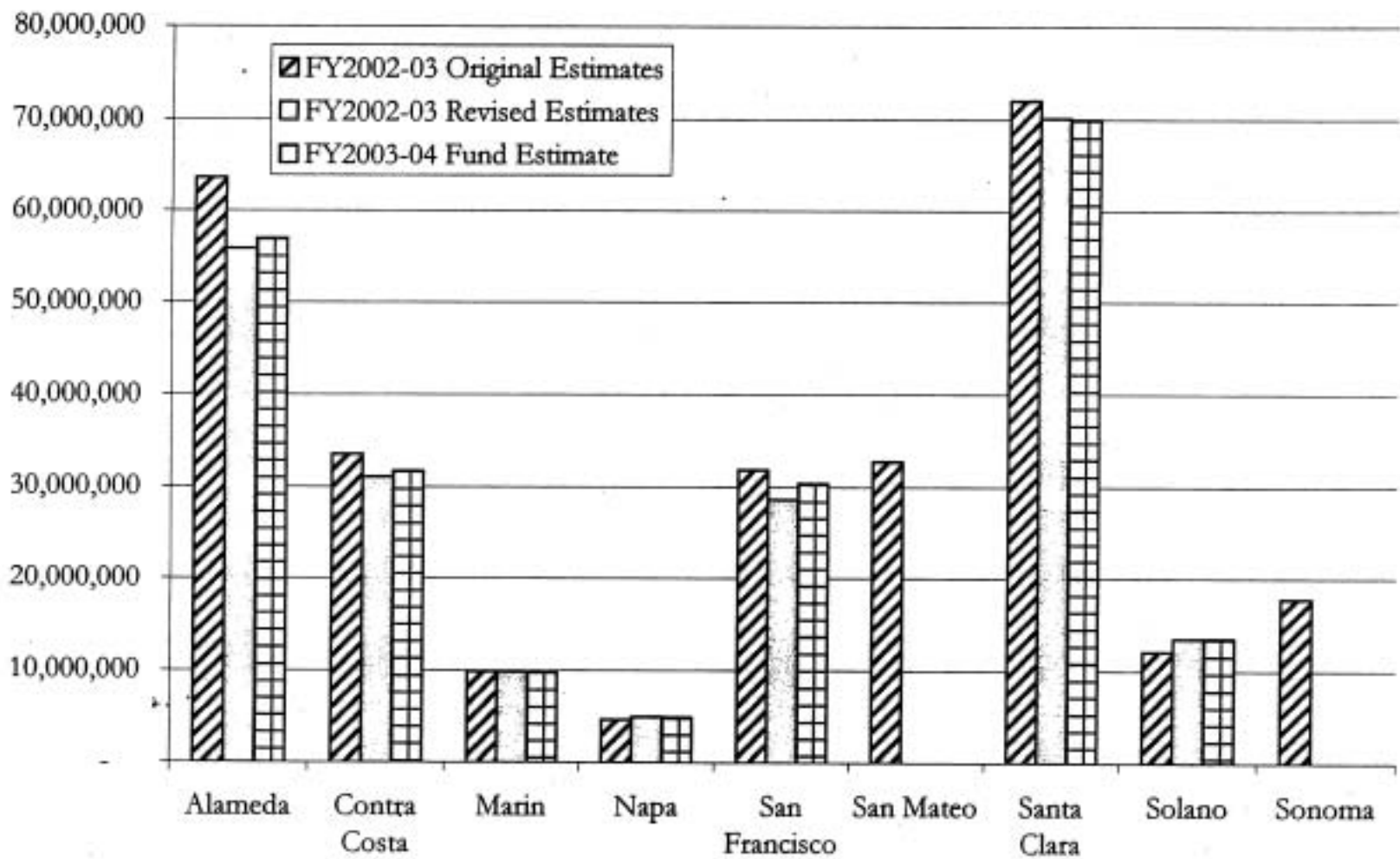
Activity and Program Proposed January 10, 2003	Dollars in Millions			Change	% Change
	Past Year	Current Year	Budget Year	from	from
	2001-02	2002-03	2003-04	Current Year	Current Year
Capital Outlay	\$ 2,844	\$ 2,389	\$ 1,634	\$ (755)	-32%
Local Assistance	\$ 1,434	\$ 1,663	\$ 1,979	\$ 316	19%
State Operations Total	\$ 3,062	\$ 3,010	\$ 2,776	\$ (234)	-8%
Aeronautics	\$ 3	\$ 3	\$ 3	\$ (0)	-5%
Capital Outlay Support	\$ 1,194	\$ 1,252	\$ 1,107	\$ (145)	-12%
Local Assistance	\$ 29	\$ 31	\$ 29	\$ (2)	-6%
Program Development	\$ 70	\$ 73	\$ 76	\$ 3	4%
Legal	\$ 84	\$ 63	\$ 63	\$ -	0%
Operations	\$ 172	\$ 146	\$ 153	\$ 7	5%
Maintenance	\$ 819	\$ 767	\$ 784	\$ 17	2%
Mass Transportation	\$ 9	\$ 10	\$ 10	\$ -	0%
Rail	\$ 90	\$ 95	\$ 98	\$ 3	3%
Planning	\$ 113	\$ 100	\$ 91	\$ (9)	-9%
Administration	\$ 310	\$ 313	\$ 306	\$ (7)	-2%
Equipment Service Fund	\$ 169	\$ 157	\$ 146	\$ (11)	-7%
Unallocated OE Reduction			\$ (90)		
Department Total	\$ 7,340	\$ 7,062	\$ 6,389	\$ (673)	-10%
Department Positions	23,143.2	23,361.6	21,515.7	-1,845.9	-7.9%
Department Personnel Years	23,143.2	21,927.5	20,582.6	-1,344.9	-6%
Fiscal Year information represents the 2003 Governor's Proposed Budget for past year 2001-02, current year 2002-03 and budget year					
Note: Capital Outlay includes Unclassified					

DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2003-04 GOVERNOR'S BUDGET

EXPENDITURES/BUDGET SINCE 1997/98

<i>(Dollars in Millions)</i>	Past Year 1997/98	Past Year 1998/99	Past Year 1999/00	Past Year 2000/01	Past Year 2001/02	Current Year 2002/03	Budget Year 2003-04	%Change since FY 1997-98
State Operations	\$ 2,092	\$ 2,260	\$ 2,431	\$ 2,895	\$ 3,062	\$ 3,010	\$ 2,776	33%
Capital Outlay	\$ 2,310	\$ 2,056	\$ 2,343	\$ 3,078	\$ 2,844	\$ 2,389	\$ 1,634	-29%
Local Assistance	\$ 951	\$ 1,157	\$ 1,158	\$ 1,968	\$ 1,434	\$ 1,663	\$ 1,979	108%
Department Total	\$ 5,353	\$ 5,473	\$ 5,931	\$ 7,942	\$ 7,340	\$ 7,062	\$ 6,389	19%
Personnel Years (PY's)	16,509.0	19,092.8	21,207.9	22,752.6	23,143.2	21,927.5	20,582.6	25%
<i>* Fiscal Years (FY) represents the Past budgets through the FY 2001-02</i>								
<i>FY 2002-03 is the enacted budget including mid-year adjustments.</i>								
<i>FY 2003-04 is the budget year as proposed.</i>								

FY2002-03 and FY2003-04 TDA Fund Estimates from County Auditor



Comparison of FY2002 Actual TDA Revenue to FY2002 Revised Estimates

	Revised FY2002 Estimates	Actual FY2002 TDA Revenue	Diff. Between Revised Estimates & Actual
Alameda	61,707,324	56,343,360	(5,363,964)
Contra Costa	31,555,693	30,538,171	(1,017,522)
Marin	10,031,736	9,732,118	(299,618)
Napa	4,839,152	4,876,446	37,294
San Francisco	30,329,850	29,683,577	(646,273)
San Mateo	32,756,430	30,834,076	(1,922,354)
Santa Clara	76,522,723	75,632,441	(890,282)
Solano	12,060,577	12,019,791	(40,786)
Sonoma	17,200,000	16,813,361	(386,639)
Total	277,003,485	266,473,341	(10,530,144)



December 19, 2002

Ms. Dianne Steinhauser
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Re: Public Comment on Revised Draft FY 2003 TIP
Project No. SCL030005 / Guadalupe Corridor LRT Platform Retrofit

Dear Ms. Steinhauser:

Santa Clara Valley Transportation Authority (VTA) requests an amendment to the Revised Draft FY 2003 Transportation Improvement Program (TIP) for Project No. SCL030005 / Guadalupe Corridor LRT Platform Rehab and Retrofit. The requested change does not revise the project scope or change the total amount programmed for the project.

The current Revised Draft TIP shows \$16.911 million in local funds programmed for the project in FY 2003-04. VTA requests that the \$16.911 million in local funds programmed in FY 2003-04 be revised to reflect \$6.570 million in local funds programmed in FY 2002-03 and \$10.341 million in local funds programmed in FY 2003-04. The requested amendment more accurately reflects the timeframe for when VTA will be awarding the construction contract and is consistent with VTA's request to the FTA for a Letter of No Prejudice (LONP) for the project.

Thank you for your consideration of our request. If you have need additional information, please contact Maria Brandwein at 408-321-5770.

Sincerely,

A handwritten signature in black ink, appearing to read "James R. Lightbody", is written over the printed name and title.

James R. Lightbody
Deputy Director
Transit Planning and Development

Attachments

My Comments on the draft transportation programming

are on the following website and start on this page:-

[http://www.geocities.com/cartransit/Induced Traffic Myth.htm](http://www.geocities.com/cartransit/Induced_Traffic_Myth.htm)

Here's what happens. They widen the freeway. Developers see that people are content to live in the suburbs with their cheaper detached house and now a reasonable commute. They subsequently over-develop (not just "around" the freeway) with no restrictions from local government's Planning. And in about 5 to 8 years the freeway is as congested again.

So everyone immediately blames the larger freeway as the reason why there is more development! In fact, of course, the direct reason for freeway congestion is the indiscriminate approval of development by the governments; "**induced traffic.**" **Planners disregarding traffic instead of using it as an environmental disqualification of new development.**

So the DIRECT solution to freeway congestion is to RESTRICT DEVELOPMENT where traffic is already congested. We need Environmental Impact Reports to rigorously include restrictions on development where freeway capacity is insufficient.

We need to ensure freeway congestion does not return only 5 to 8 years after freeway expansion. Returning because Government Planning is not prioritizing freeway expansion over rail AND uncontrolled development.

You see, freeway expansion not only improves auto commuting but **bus commuting.** **Bus Rapid Transit** systems have **lower** capital than Light Rail systems and provide similar performance with more flexible routing.

Politicians rather than "knee-jerking" simplistic, "popular" projects must instead consult objective Research Groups and Academics that have studied the impacts transport has made on our society, quality of life, and environment. Otherwise we waste hard to garner public money that should instead be directed to cost effective projects benefiting the maximum number of people as well as providing the greatest improvement in our environment (a solution that may not be so obviously seen by most).

A pragmatic **solution:-** **Solution to Overdevelopment** might be that developers must contribute proportionally to a COSTED, PLANNED, SCHEDULED, multi-county **FREEWAY EXPANSION fund**. This might deter development where it would not, as a result, be so profitable.

Where freeway expansion is not "multi-countywide-PLANNED" (for whatever reason, maybe voter related) then NO DEVELOPMENT would be allowed at all. Planning has to include maintaining freeway at a **Level of Service** C (not D as it is now). "I know, hard to sell and hard to implement". It would require that **one county should not develop if it were to affect traffic in another.** But what else?

Induced Traffic - the definition: - Some who now carpool would choose to travel alone, some who now travel on parallel routes would travel on the freeway instead, some who now travel earlier or later would revert to traveling at a more convenient time, some who ride the bus will choose to drive a car, and some who do not travel the route at all will be induced to travel on the newly freed-up road. **And all who do this were struggling to get to work in the first place. And Boy! does that prove how much the freeway expansion was needed. But their effect on congestion is negligible compared to the induced traffic from over-** **There are many examples, of course, where freeway expansion works.**

The Sierra Club, (quote:- “[Building Roads Doesn't Solve Congestion](#)”) are re-evaluating their philosophy on Transit. “our analysis disclosed that deterioration in air quality has generally worked in favor of road expansion, ...” - this is a conclusion of [The vague and ambiguous study used as the “Induced Traffic Bible”](#) . That means that this study, which is the “Induced Traffic Bible”, (used to justify the whole concept of “Induced Traffic”) concludes that **Air Pollution is LESS when roadway is increased!!!** Totally reversing one of the postulated “drawbacks” of increasing roadway, espoused by the same “Induced Traffic” pontiffs. Not expanding roadways - **INCREASES** Air Pollution.

Slower moving congested traffic creates **MORE** Exhaust Air Pollution than faster traffic. **Running slower is more energy inefficient.** This link from the Sierra Club’s site admits to Induced Traffic being caused by development over about 8 years and little to ANY OTHER causes
<http://sierraclub.org/sprawl/transportation/gridlock.asp>

The TRB report was inconclusive on how induced travel may effect air quality. This issue is complicated by the relationship between traffic dynamics (e.g., such as changes in acceleration characteristics) and emissions.” **This is the [other link](#) (page 10), from the [Sierra Club's website](#)**

info info - Traffic Congestion Relief is NOT a goal of the Marin Transportation Vision Plan

From: "Alanscotch" <alanscotch@attbi.com>
To: <alanscotch@attbi.com>
Date: 1/10/2003 1:07 PM
Subject: Traffic Congestion Relief is NOT a goal of the Marin Transportation Vision Plan

Traffic Congestion Relief is NOT a goal of the Marin Transportation Vision Plan !!!

I sat incredulously as I heard one after another of our leaders concur that "reducing traffic congestion" should not be part of the Transportation Vision Plan. And closer to the end of the meeting (on "Transportation Sales Tax and Comments on the Vision Plan") I heard them agreeing that "reducing Air Pollution" SHOULD be a goal.

How does one reduce air pollution, then, might one ask?

Why let us ask the Berkley Consultant referred to by the Sierra Club. He says "**our analysis disclosed that deterioration in air quality has generally worked in favor of road expansion**". Yes, Slower moving congested traffic creates MORE Exhaust Air Pollution than faster traffic, even comparing it with MORE traffic on a wider freeway (yet moving faster).

Read it for yourself http://www.geocities.com/cartransit/Induced_Traffic_Myth.htm

Reducing Traffic Congestion MUST be the PRIMARY goal of any Transportation Plan, Vision, Dream, Hallucination whatever you want to call it!!!

I cant believe I had to devote what little time I had to speak to urge that Traffic Congestion Relief be a goal of the Plan! I thot that was a given!!!

(I would also urge that of the pseudo - experts who shout "wrong" when they have no data to back up their populist generalities, eloquent tho they may be, be taken with a pinch of salt).

There will be no "MOBILITY" while there is congestion and if "CHOICES" do not include the most cost effective and are not prioritized on cost effectiveness then we will be wasting the little money we have on ineffective projects. We cant afford to complete ALL the projects in the plan, regardless, so we must pick the most cost effective at reducing congestion.

"The total cost of all of the projects in this plan is at least \$1.5 billion dollars. Existing revenue can cover only \$367 million, leaving a gap of over \$1.1 billion over the next 25 years to make our vision a reality. It is clear that we will not be able to move forward on all projects at once"

COST EFFECTIVENESS

Also I cant believe I had to urge our leaders to put cost effectiveness first in the Plan.

It must have been the way MTC used to plan 20+ years ago. Since then they have been

sued by the Sierra Club for NOT reducing air pollution yet spending billions of dollars. And why did they not achieve the air pollution requirements? Because they spent FAR too much on transit solutions that did little to relieve the air polluting congestion that plagues us to this day. They did not spend more of that money directly addressing freeway and roadways which make so much more of a difference than the many VERY expensive transit alternatives.

=====

I need help on this. Fed up being a lone voice.
If these people will not take the time to learn the mistakes that so many other governments have made in the past then they will never spend our money to make the difference we need. And history will continually repeat itself.

That men do not learn very much from the lessons of history is the most important of all the lessons of history. - Aldous Huxley

"Ignorance more frequently begets confidence than does knowledge" Charles Darwin.

I urge the voters to insist that our leaders consult national experts on transportation (if they wont educate themselves). The county's current consultants have concluded in the plan with this statement **"traditional measures of things like cost-effectiveness are not appropriate"**.

Leaders, Talk to the MTC. Prioritize each project based on the most cost-effective way of reducing congestion as the MTC have finally been legally forced to do, today.

Leaders, Get the info you need to make educated decisions from the website link above and from <http://geocities.com/marinhelp/MarinTransitPlanTRUTHS.htm> and links to reference sites.

=====

Marin Congestion Management Agency (CMA) clando@co.marin.ca.us

Belvedere Bruce Sams

Corte Madera Pat Williams

County of Marin Steve Kinsey

Fairfax Frank Egger

Larkspur Joan Lundstrom

Mill Valley Dick Swanson

Novato Michael Di Giorgio

Ross Tom Byrnes

San Anselmo Peter Breen

San Rafael Al Boro

Sausalito Amy Belser

Tiburon Alice Fredericks

=====

Marin Board of Supervisors

District 1 Supervisor Susan L. Adams
District 2 Supervisor Harold C. Brown Jr., 2nd Vice President
District 3 Supervisor Annette Rose, President
District 4 Supervisor Steve Kinsey, Vice President
District 5 Supervisor Cynthia L. Murray
=====

Meanwhile they will try to put a Sales Tax of 1/2% on the Nov 2003 ballot .
And concentrate on LOCAL transportation needs. (Leaving projects like SMART rail out of it for now)
But which of these "local" projects will make any significant difference to our congestion?

Here are the projects <http://geocities.com/marinhelp/TransCostTable1.htm> and their cost.

Notice how "Highway Interchanges" make such a difference to freeway congestion relative to the LOCAL projects on <http://geocities.com/marinhelp/TransCostTable2.htm>
most LOCAL projects may have LITTLE EFFECT on congestion
and how freeway "spillover" onto LOCAL streets may be by far the biggest contributor to LOCAL congestion.

Alan

At the Pacific Population Conference Dec17 **U.S.** delegates said wording such as "reproductive health services" and "reproductive rights" could be read as condoning abortion and underage sex. Delegations from India, China and Indonesia, expressed deep concern. "This will result in sacrificing the health and rights of the world's most vulnerable women".
http://www.geocities.com/populationalert/pop_2050.htm

info info - revised draft 2003 TIP

From: Christopher Pederson <chpederson@yahoo.com>
To: <info@mtc.ca.gov>
Date: 1/4/2003 11:04 AM
Subject: revised draft 2003 TIP

The following changes should be made to the revised draft 2003 TIP:

- 1) The Caldecott Tunnel fourth bore project should be eliminated entirely. Its primary effects would be to make it easier for people to drive in the reverse commute direction and to undercut transit service. MTC should not be supporting this entirely counterproductive project.
- 2) The Oakland Airport/BART Connector should be eliminated. BART and the Oakland Airport have selected the most expensive way to improve transit connections between the airport and BART. During this era of scarce funding, MTC should only support less expensive, more cost-effective improvements and devote the savings to other desperately needed transit improvements.
- 3) Eliminate funding for expanded parking at the Richmond BART station. All new parking at BART stations should be paid for through parking fees, not scarce transit funds that should be used to support transit use (e.g., bus service to BART stations), not automobile use.

Thank you.

Sincerely,
Christopher Pederson
201 Laguna St. #9
San Francisco, CA 94102

Do you Yahoo!?
Yahoo! Mail Plus - Powerful. Affordable. Sign up now.
<http://mailplus.yahoo.com>

info info - Comments on the 2003 RTP (due by January 14,2003)

From: Dani Weber <daniweber@earthlink.net>
To: <info@mtc.ca.gov>
Date: 12/16/2002 6:57 PM
Subject: Comments on the 2003 RTP (due by January 14,2003)
CC: <mnelson@MichaelTNelson.com>, <steve1214@hotmail.com>, <paulw@enet.com>, <briller@cwnet.com>, <mike.harding@varian.com>, <mwoods@SLAC.Stanford.EDU>, <shawms@bigvalley.net>, <svbc@topica.com>, <shahum@sfbike.org>, Robert Raburn <robertraburn@csi.com>, Greg McPheeters <svbcbikes@yahoo.com>, <AnneNg@aol.com>, <Fletcher@aol.com>, Debbie Hubsmith <debhub@igc.org>

Dear Commisioners: Please accept this revised copy as I made an error in referring to the SamTrans study Actually all the data referred to in the first two paragraphs came from the 2000 RIDES study and refers to the 9-county bay area

This is how the letter should read:

12/15/02

Metropolitan Transportation Commission
101 Eighth St.,
Oakland, CA 94607

Dear Commissioners,

The Water Transit Authority's drive to increase ferries is insane. MTC should oppose this funding grab and insist on better transit options, specifically bicycles. If MTC convinced the judge administering the court order directing MTC to increase transit ridership by 15% above 1983 levels to include bicycle trips as transit trips, then relatively little funding for more bicycle projects should easily put MTC's transit ridership numbers over the top by 2006.

In 2000, RIDES did a study which showed that ferries account for only 0.4% of all commuters in the 9 county Bay Area. At the same time, bicycles accounted for 1.7% of all commuters .Thus, at that time, there were over 4 times as many cyclists as ferry users.

Also,according to this study, public subsidies of transit options (in the 9-county bay area) for ferries cost over \$400 per rider whereas buses were about \$3.30 and trains about \$20 per rider each. Other studies put the public subsidy of ferries at \$100-\$400 per rider.

New funding for more bike lanes and paths, bicycle access to all bridges, secure bike parking and cash incentives for riding a bicycle or for employers to install showers and bike parking at work are only fair and reasonable. In San Mateo County, it is our tax dollars which are going to fund Measure A projects which don't directly benefit cyclists. The only benefit we have received is a bike map which is now sadly out-of-date.

San Francisco doubled its bicycle commuting ridership from 2% to 4% in one year in 2001,according to the SFBC, so it can be done. These programs would cost a pittance compared to the enormous amounts of cash ferries would require. The added benefits of more bicyclists would be

immediate reduction in pollution, noise and congestion, as well as happier, more physically fit people.

Sincerely,

Dani Weber
709 S. Eldorado St.
San Mateo , CA 94402
(650)341-7741(w)
(650)579-4728(h)

info info - Re: Comments on the 2003 RTP (due by January 14,2003)

From: "Michael T. Nelson" <MNelson@MichaelTNelson.com>
To: Dani Weber <daniweber@earthlink.net>
Date: 12/15/2002 3:55 PM
Subject: Re: Comments on the 2003 RTP (due by January 14,2003)
CC: <info@mtc.ca.gov>, <steve1214@hotmail.com>, <paulw@enet.com>, <briller@cwnet.com>, <mike.harding@varian.com>, <mwoods@SLAC.Stanford.EDU>, <shawms@bigvalley.net>, <svbc@topica.com>, <shahum@sfbike.org>, Robert Raburn <robertraburn@csi.com>, Greg McPheeters <svbcbikes@yahoo.com>, <AnneNg@aol.com>, <Fletcher@aol.com>, Debbie Hubsmith <debhub@igc.org>

Commissioners:

I agree with all of Dr.Weber's points and would only add that ferries are slow, inefficient, and powered by large polluting diesel engines. Widespread deployment of ferries will result in a net decrease in air quality in the Bay Area.

Regards:

Michael T. Nelson
 539 Hillcrest Dr.
 Redwood City, CA 94062
 Telephone: 650-364-5523

Dani Weber wrote:

> 12/15/02
 >
 > Metropolitan Transportation Commission
 > 101 Eighth St.,
 > Oakland, CA 94607
 >
 > Dear Commissioners,
 >
 > The Water Transit Authority's drive to increase ferries is
 > insane. MTC should oppose this funding grab and insist on better
 > transit options, specifically bicycles. If MTC convinced the judge
 > administering the court order directing MTC to increase transit
 > ridership by 15% above 1983 levels to include bicycle trips as transit
 > trips, then relatively little funding for more bicycle projects
 > should easily put MTC's transit ridership numbers over the top by 2006.
 >
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 > for only 0.4% of all commuters in the 9 county Bay Area. At the same
 > time, bicycles accounted for 1.7% of all commuters .Thus, at that
 > time, there were over 4 times as many cyclists as ferry users.
 >
 > According to a study of public subsidies of transit options
 > done by SamTrans in 1999, ferries in San Mateo County cost over \$400
 > per rider whereas buses were about \$3.30 and trains about \$20 per
 > rider each. Other studies put the public subsidy of ferries at

> \$100-\$400 per rider.

>

> New funding for more bike lanes and paths, bicycle access to all
> bridges, secure bike parking and cash incentives for riding a bicycle
> or for employers to install showers and bike parking at work are only
> fair and reasonable. In San Mateo County, it is our tax dollars which
> are going to fund Measure A projects which don't directly benefit
> cyclists. The only benefit we have received is a bike map which is now
> sadly out-of-date.

>

> San Francisco doubled its bicycle commuting ridership from 2% to
> 4% in one year in 2001, so it can be done. These programs would cost a
> pittance compared to the enormous amounts of cash ferries would
> require. The added benefits of more bicyclists would be immediate
> reduction in pollution, noise and congestion, as well as happier, more
> physically fit people.

>

> Sincerely,

>

> Dani Weber
> 709 S. Eldorado St.
> San Mateo , CA 94402
> (650)341-7741(w)
> (650)579-4728(h)

>

>

info info - Public Information, 2003 Transportation Improvements Program

From: "Young, Russell D. (RDYO)" <RDYO@ChevronTexaco.com>
To: <info@mtc.ca.gov>
Date: 1/6/2003 3:13 PM
Subject: Public Information, 2003 Transportation Improvements Program

Greetings,

Thank you for the opportunity to comment on this very important issue that everyone talks about but nothing is done about it. One example is the BAAQMD. This agency campaigns "spare the air" but does little to offer incentives to get people out of their cars. Another example is why isn't there a heavy tax or surcharge on low mileage vehicles, such as SUV's (and especially the HumVee)?

As an individual and a private citizen, I commute by bicycle to work at least once per week (between home in San Rafael and work in Richmond) as my way to help the cause in relieving transportation gridlock and to "spare the air". I do this strictly on my own merits and discipline, I get no assistance from my company (no need to question why) nor from any government agency. I bike commute against five compelling factors that prompts the question "why do this at all?"

1> To bike commute I have to put my safety in jeopardy because my travel routes either lack bike lanes or are just not bike friendly (no shoulders, fast traffic, poor road surfaces, obstacles, debris). The City of San Rafael does what it can but, realistically, bicycle related improvements are not exactly high priority on the public works budget list.

2> To bike commute, I must leave home at 5:45 am (which means getting up earlier) in order to catch the bus and get into work by 7:00am. When I drive, I stay in bed for another half-hour and leave home at 6:30. Bike riding in the pre-dawn darkness presents challenge dimensions in itself on top of those factors listed in #1 from above.

3> To bike commute, I still have to ride a bus over the R-SR bridge. Although the bus is public transit, it is still a motor vehicle (a stinky diesel at that) and so how much air have I really spared?

4> To bike commute, it takes twice as much time as it does to drive. The typical round trip requires 90 minutes to bike/bus vs. 45 minutes to drive.

5> To bike commute, it costs me more on a per day (round trip) basis. When I ride my bike I must pay \$5.30 cash for the bus. When I drive, it costs \$4.20 for gas and bridge toll (FasTrak) combined, both which are conveniently paid by credit card. (Vehicle maintenance is not considered in this comparison since these are fixed costs whether I drive or not.) Sure, the cost per trip differences is not great but the irony is the point.

Based on these five factors, any reasonable person would say "forget the bike", there's more incentives not to bike than there is not to drive!

There is one saving grace about bike commuting. On those days when the streets and roads are exceptionally jammed, the bike is the only way to get around.

I see four areas that TIP can focus on:

A> provide safe, convenient, and numerable means for non-motorized transportation (ie. bike and pedestrian paths) as an incentive for people to get out of their cars.

B> provide bike and pedestrian access over bridges.

C> provide commuting individuals with incentives to get out of their cars (ie. purchase discounts on bikes and/or subsidized bus fares).

D> work with the business community, provide business incentives, for employees to get out of their cars.

thank you,
Russ Young
510-242-1294